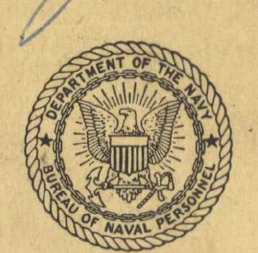
NavPers 132 (Rev. 6-55)

RJM

FOR OFFICIAL USE ONLY



DECK LOG BOOK

OF THE

U. S. S. X-1

SS X-1
IDENTIFICATION NUMBER

COMMANDED BY

Lt Kevin Hanlon, U. S. N.

Attached to the .... Naval District

District Headquarters at ....

Section Headquarters at ....

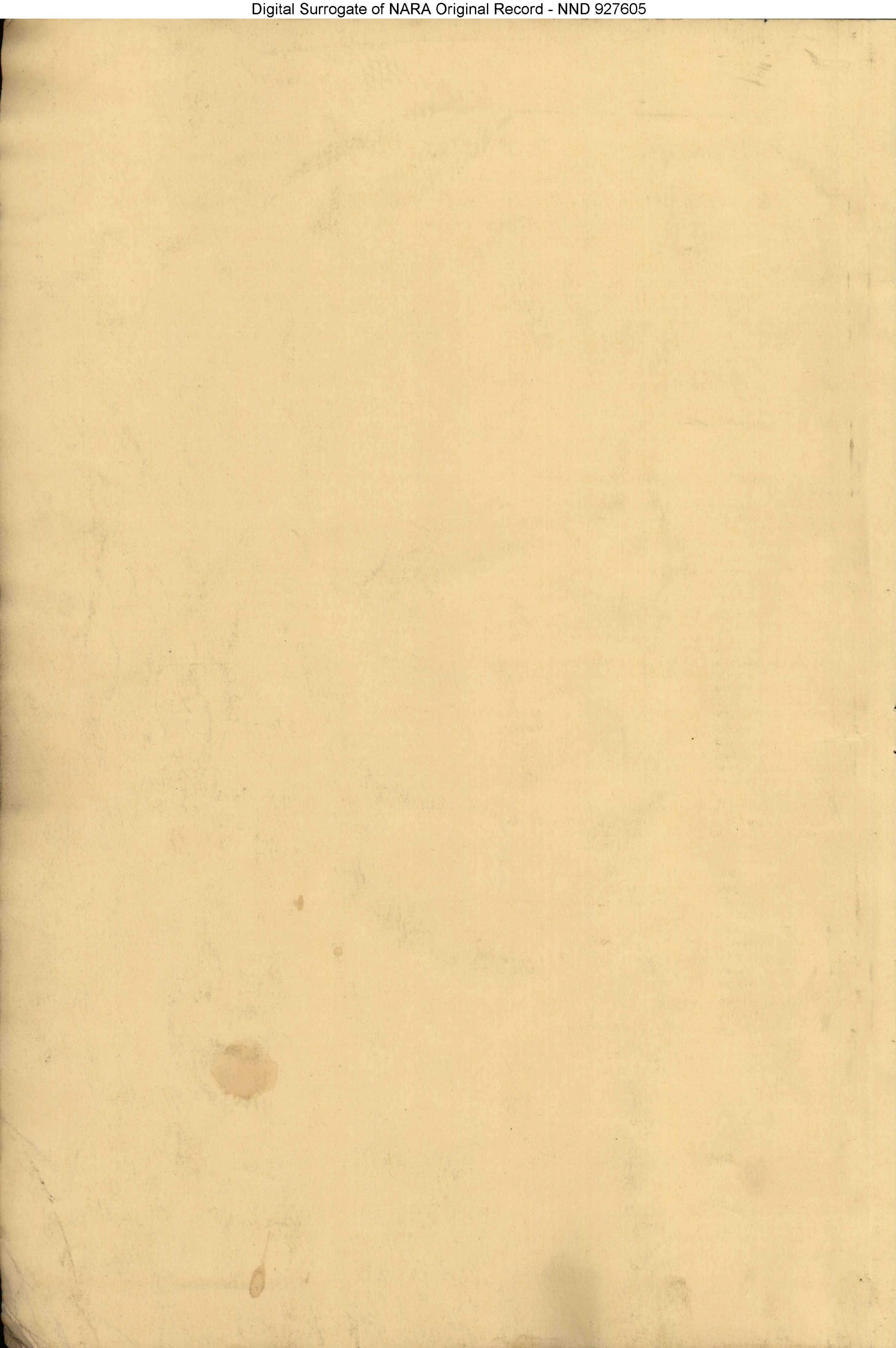
or

Attached to
- cdr S/m Div 82 Division,
- cdr S/m Sqad 8 Squadron,
- cdr S/m Force Atlantic fleet Flotilla,
- cdr in chief Atlantic fleet Fleet,

Commencing 0000 April, 1, 1956,

and ending 30 June, 1956

U. S. GOVERNMENT PRINTING OFFICE : 1955—O-348603



INSTRUCTIONS FOR KEEPING SHIP'S DECK LOG

EXTRACTS FROM THE UNITED STATES NAVY REGULATIONS (1948) RELATIVE TO THE SHIP'S DECK LOG

0632. Libel Against a Foreign Vessel.

In the event that it is considered necessary or appropriate to libel a foreign merchant vessel in a foreign port by reason of a collision between that vessel and a United States naval vessel caused by the fault of the merchant vessel, the commanding officer or the senior officer present, as appropriate, has authority to institute such action in the name of the United States. If such action is taken, he shall follow the procedure outlined in Naval Supplement to the Manual for Courts Martial, and immediately inform the Judge Advocate General of his action.

0725. In the event of death of any person in the naval service, his commanding officer shall:

3. Cause to be entered in the log or journal the name and rank or rating of such person, and the time and cause of death.

0739. 1. A commanding officer about to be relieved of his command shall:

(h) Submit reports of fitness of officers and sign all log books, journals, and other documents requiring his signature up to the date of his relief.

0751. 2. The commanding officer of a ship and, as appropriate, of an aircraft, shall:

(e) Immediately before leaving, and as soon as practicable after entering port, require the navigating officer to ascertain the draft of the ship, forward and aft, and enter it in the log.

0753. The commanding officer shall:

2. After anchoring, having such bearings and angles taken and entered in the log as will enable the exact position of the ship to be located on the chart.

3. If practicable, when the ship is anchored at a place which has not been surveyed, have the depth of water and character of the bottom examined to a distance from the anchor of at least one and one-half times the radius of the ship's swinging circle, and have the results entered in the log.

0778. 1. In the case of the loss of a ship, the commanding officer shall remain by her with officers and crew so long as necessary and shall save as much Government property as possible. Every reasonable effort shall be made to save the log book, muster roll, accounts of officers and crew, and other valuable papers.

0930. The duties of the navigator shall include:

4. The preparation and care of the deck log. He shall daily, and more often when necessary, inspect the deck log and the quartermaster's notebook and shall take such corrective action as may be necessary, and within his authority, to insure that they are properly kept.

1021. The officer of the deck shall be promptly informed of any occurrence or condition which may in any way affect the safety or proper operation of the ship, or which may endanger any person aboard, or which is required for entry in the record of his watch.

1022. The officer of the deck shall insure that the rough deck log for his watch is complete, accurate, and clear; and he shall sign it on being relieved.

1034. 1. A deck log and an engineering log shall be maintained by each ship in commission, and by such other ships and craft as may be designated by competent authority.

2. A quartermaster's notebook and a magnetic compass record shall be maintained as adjuncts to the deck log. An engineer's bell book shall be maintained as an adjunct to the engineering log.

1035. The deck log, the engineering log, the quartermaster's notebook, the magnetic compass record, and the engineer's bell book shall each constitute an official record of the command.

1036. No erasures shall be made in the deck log, quartermaster's notebook, magnetic compass record, engineering log, or engineer's bell book. When a correction is deemed necessary, a single line shall be drawn through the original entry so that the entry remains legible. The correct entry shall then be inserted in such manner as to insure clarity and legibility. Corrections, additions, or changes shall be made only by the person required to sign the record for the watch, and shall be initialed by him on the margin of the page.

2. Should the commanding officer direct a change or addition to one of the foregoing records, the person concerned shall comply, unless he believes the proposed change or addition to be incorrect; in which event the commanding officer shall enter such remarks on the record over his signature as he deems appropriate.

3. No change shall be made in a log after it has been signed by the commanding officer, without his permission or direction.

1037. The deck log shall be a complete daily record, by watches, in which shall be described every circumstance and occurrence of importance or interest which concerns the crew and the operation and safety of the ship, or which may be of historical value. The deck log shall include, as appropriate, data and information regarding: Orders under which the ship is operating and the character of duty in which engaged; state of the sea and weather; courses and speeds of the ship; bearings and distances of objects detected; position of the ship; tactical formation of the ships in company; draft; soundings; zone description; particulars of anchoring and mooring; tests and inspections regarding ammunition and other dangerous materials; changes in the status of ship's personnel or passengers except for the recording of receipts and transfers of enlisted personnel; damage or accident to the ship, its equipage or cargo; deaths, or injury to personnel; meeting and adjourning or recessing of courts-martial and other formal boards; punishments inflicted; arrests, suspensions and restorations to duty; confinement or release of prisoners; and such other matters as may be specified by competent authority. The deck log shall be prepared in the manner and form prescribed by the Chief of Naval Personnel.

1038. The quartermaster's notebook shall be a chronological record of events occurring during the watch. Entries in the quartermaster's notebook shall be made at the time of occurrence of each event, or when knowledge of such occurrence is first obtained. The quartermaster's notebook shall be signed by the quartermaster of the watch on being relieved.

1039. The magnetic compass record shall be a complete record of all direct reading and remote indicating magnetic compasses on board. It shall also be a record of error of the gyro compasses on board. Compass comparisons must be made and entered in the record at least every half hour while the vessel is underway and may be entered more frequently if desired. The navigator is responsible for the proper maintenance of this record and shall sign and submit it to the commanding officer for his approval on the last day of every quarter.

1414. Logging of Punishments.

Entries in the log regarding punishments shall include the name, rank, or rating of the offender, the date and nature of the offense, and the kind and degree of punishment. The date of every restriction, with or without suspension from duty, arrest, confinement, and restoration to duty shall also be entered in the log.

EXTRACTS FROM THE BUREAU OF NAVAL PERSONNEL MANUAL RELATIVE TO THE SHIP'S DECK LOG

B-3301. SHIP'S DECK LOG—GENERAL

(1) There are two types of deck logs. Type A deck log is the primary log designed to meet the requirements of comparatively large ships with the facilities to report in detail. Type B deck log is the abbreviated deck log designed for vessels with reduced personnel or limited operational commitments.

(2) All vessels in commission shall submit type A deck

logs except those vessels authorized by competent authority to submit type B deck logs. Fleet and Force Commanders and Commandants of Naval Districts and River Commands are authorized to direct submission of type B deck logs from those vessels under their command whose duty assignments are restricted or whose personnel allowance is reduced.

(3) Those commanders and commandants enumerated above shall periodically review the requirements of all craft operating under their command and insure that type B logs are maintained and submitted in accordance with these instructions when the employment of these craft is such that an accurate record of events may be of factual, legal or historic value to the Government or the personnel assigned. In certain circumstances, such as limited local operations of yard craft, the maintenance of a deck log is unnecessary when adequate records are concurrently maintained by the command and by higher authority. In these cases a deck log need not be maintained. If, after consideration, doubt exists as to whether a craft shall submit a deck log, the facts shall be forwarded to the Chief of Naval Personnel for a decision.

(4) The remarks in the deck log shall be recorded by watches which consistently adhere to the regular schedule.

(5) The deck log shall be "UNCLASSIFIED," except for those periods when ships are operating in certain geographical areas as defined by the Chief of Naval Operations in accordance with Article 210, NWIP 10–1, or as otherwise directed by competent authority. The information contained in the ship's deck log is considered "FOR OFFICIAL USE ONLY." Basic regulations concerning the release of information are contained in Article 1252, U. S. Navy Regulations. When classified "CONFIDENTIAL," logs shall be sent by registered mail. Unclassified logs shall be forwarded by first-class mail.

(6) Instructions for preparing type A and type B deck logs are contained in Articles B–3302 and B–3303, respectively. Applicable articles in United States Navy Regulations should be read and applied by all persons concerned with the writing of the deck logs or their preparation and transmittal to the Chief of Naval Personnel. The 5211 series of the Navy Directives System should also be reviewed as additional instructions may be promulgated therein.

B-3303. DECK LOG—TYPE B

(1) Ships submitting type B deck logs (Form NAVPERS–132) shall on the first day following the close of the quarter, or as soon thereafter as practicable, forward direct to the Chief of Naval Personnel the original rough log for the preceding quarter. If so directed, the log may be forwarded via the operational commander. No copy of this log is required or intended to be maintained on board.

(2) The officer of the deck shall insure that the deck log for his watch is complete, accurate, and clear; and he shall sign it upon being relieved. Navigators and commanding officers shall sign each page in the space provided.

EXTRACTS FROM NAVAL SUPPLEMENT TO THE MANUAL FOR COURTS MARTIAL UNITED STATES 1951 RELATIVE TO THE SHIP'S DECK LOG

0601. Procedures Applicable to Civil Claims and Litigation in Cases of Collision Between U. S. Naval Vessels and Vessels or Property (Other Than U. S. Navy) and in Cases of Damage Caused by Privately Owned Vessels to Navy Department Property.—*a.* The following procedures set forth in this Section are applicable except where only United States naval vessels or property for which the Navy Department is responsible are involved:

(1) Whenever a United States naval vessel comes into collision with a vessel, floating structure, craft of any description or fish nets, lobster buoys, underwater cable, bridge, wharf, bulkhead or other shore structure; or

(2) Whenever damage is caused by a privately owned vessel or floating object to a naval vessel or to property of the United States under the jurisdiction of the Navy Department or to property for which the Navy Department may have assumed, by contract or otherwise, any responsibility for or any obligation to repair damage to such property.

The above designated situations are admiralty tort matters, involving generally both damage caused by naval vessels and damage to Navy Department property caused by privately owned vessels. Also included are instances of salvage services rendered to naval vessels by privately owned vessels but not salvage services rendered by naval vessels to privately owned or other Government Department-owned vessels. These procedures are for the purpose of accomplishing settlement under the provisions of the Act of 3 July 1944 (58 Stat. 726; 46 USC 797) and of the Act of 5 December 1945 (34 USC 600a).

b. Furnish to the senior officer present data to be incorporated in the dispatch report which, in the event of any incident of the kind listed in the preceding paragraph, is to be sent to the Judge Advocate General (attention Admiralty Division) and to the Naval District (attention Legal Officer) or to the cognizant Sea Frontier or Area Commander (attention Legal Officer) when such incident occurs outside the jurisdiction of a Naval District.

c. Preserve all original documents and records relating to or recording the occurrence.

(1) These documents and records shall include the original record of entry in the deck and engine departments, such as the rough engine room log or rough deck log, smooth copies of such log books, the engine room bell book, the quartermaster's notebook, the signal log recording any visual communications, the chart actually in use at the time of the collision, the bearing record book, the navigator's notebook, the gyrocompass record (when available), the night order book and, in any case where the United States navy vessel's course may become an issue in any ensuing litigation, the deviation data, azimuth records, etc., and, if the entries were made, in the first instance, in separate notebooks or on slips of paper, such notebooks and papers. These documents and records shall also include the radar range and bearing log and radar plot, together with any Loran records. If no radar plot has been maintained, in lieu thereof there shall be obtained the detailed statement of the radar operator as to the observations for an appropriate period of time prior to the incident.

(2) No erasures shall be made for any purpose in a logbook or in an original entry of navigation records. If the entry is to be corrected, the original shall be lined through, initialed and the correction inserted in such a manner that no question can arise as to the nature and substance of the original entry.

d. As soon as practicable after any incident as listed in paragraph *a.*, the above data shall be forwarded to the Judge Advocate General (attention Admiralty Division) with a copy of the letter of transmittal being sent to the Chief of Naval Personnel. Certified or photostatic copies of such parts of the original documents as may be required for use by fact-finding bodies or for ship's use shall be made. The data forwarded to the Judge Advocate General shall be deposited in the Bureau of Naval Personnel or the Bureau of Ships, as is appropriate, after they have served their purpose in the adjustment of claims or litigation.

e. Except as specified in this Section, notice shall be given promptly to the owner or representative of the vessel, craft, or structure with which the naval vessel was in collision, fixing a time and place where the damage to the naval vessel may be surveyed for the purpose of reaching an agreement as to the items of damage caused to the naval vessel by the collision. The agreement may be in the form of a statement signed by the surveyor, employed on behalf of the other vessel, craft, or structure, to the effect that the items listed constitute the damage caused by the collision.

f. If such survey of the naval vessel or structure would involve any possible disclosure of confidential information, the representatives of the other vessel, craft, or structure shall be advised in writing that for these reasons an opportunity for survey of the naval vessel or certain parts thereof cannot be afforded.

g. If a naval vessel has caused damage of any nature, steps shall be taken to have a representative of the Navy survey the damage to the other vessel, craft, or structure. The Navy surveyor is not required to sign the survey but shall forward a copy of it to the Judge Advocate General, via the appropriate channels, including a statement of his objections, if any, to any item of repairs or repair costs included therein.

h. The Navy surveyor shall follow the progress of the repair work to the other vessel, craft, or structure. If work other than the repair of the collision damage is being done, details shall be included in his reports. The surveyor shall take all practicable steps to ascertain and report the commercial repair yard cost of effecting the repairs. If the merchant vessel representative obtains bids on repair specifications, these shall be checked and reported.

i. Similar survey procedure shall be observed where damage is occasioned by a privately owned vessel to Navy Department property or to property for which the Navy Department has assumed any obligation to repair damage. The Legal Office in the Naval District or cognizant Sea Frontier or Area Commander will provide facilities for effecting surveys.

j. In the event of a collision in which it appears that the other vessel was wholly or partially at fault, the commanding officer of the naval vessel shall forward to the Judge Advocate General, as soon as available, a statement of the operating and maintenance costs of the naval vessel during the repair period, such as pay and subsistence of the ship's complement for each day of the repair period, cost of fuel, lubricating oil and supplies consumed, together with the original data from which such statement was compiled, and for items not supported by original data, a detailed signed statement prepared by the person computing those items. There shall also be entered in the vessel's log a statement as to the time when collision repairs were begun and completed as well as the time when the vessel entered and departed the repair yard.

k. In cases of uncertainty as to the application of this Section, instructions shall be requested from the Judge Advocate General.

0602. Investigation in Cases of Collision Between a Naval Vessel and a Merchant Vessel.—*a.* In event of a collision between a vessel of the Navy and a merchant vessel, the investigation procedures will be in accordance with those set forth in Chapters 2, 3, 4, and 5 of this supplement. See particularly section 0508b. The type of fact finding body to be convened is one in the discretion of the commander concerned, as set forth in sections 0203 and 0204 of this supplement. In the event that the collision or the resulting damage is of minor importance or does not appear to involve possible disciplinary proceedings an investigation by one officer may be ordered. Should later developments thereafter require, an investigation by a board of officers, or a court of inquiry may be ordered.

b. Reports or records of fact finding bodies investigating collision between a vessel of the Navy and a merchant ship, shall indicate when the attorney and the witnesses from the merchant ship were present. Attorneys, representing the interests of the merchant ship or crew, are not permitted to examine witnesses or to participate in the proceedings in any manner whatever, other than to be present when their witnesses testify.

0603. Instructions in Case of Necessity for Filing Libel Against Foreign Merchant Vessel in Foreign Port.—Situations in which it will be necessary, for proper protection of the interests of the United States, for the Commanding Officer or the Senior Officer Present to file a libel in a foreign port against a foreign merchant vessel involved in a collision with a naval vessel will seldom arise. There will almost always be time to obtain instructions from the Department in such cases, and dispatch instructions will normally be requested from the Judge Advocate General. Filing of a libel by the Commanding Officer or the Senior Officer Present involves an exercise of authority to instigate litigation on behalf of the United States primarily vested in the Department of Justice and may involve State immunities, waiver situations, and policy decisions best made in the Department. If the Commanding Officer or the Senior Officer Present considers the case to be one of emergency requiring action prior to receipt of departmental instructions he may under Article 0632, Navy Regulations, institute libel proceedings against a foreign merchant vessel in a foreign port. In such case the following instructions are applicable:

1. Immediately notify the Judge Advocate General by dispatch, giving particulars regarding the libel filed and the reasons therefor.

2. Before filing the libel it will be necessary that the local forms, procedure and practice be ascertained and followed. For this purpose the U. S. Consul should be consulted and a competent local proctor retained to file and conduct the necessary proceedings. The libel must set forth the name and ownership and description of the vessels involved, the facts of the case, allegations of negligence, and the amount of damage claimed. The Commanding Officer should be prepared to furnish such information to the Proctor engaged to file the libel. If amendment of the libel is later required due to departmental instructions or other circumstances it is usually allowed under the liberal rules of admiralty procedures existing in most countries.

INSTRUCTIONS FOR COMPLETING THE WEATHER OBSERVATIONS

The Weather Observations provide weather information for the ship's operational use as well as for legal and climatological purposes.

The state of the weather should be logged every four hours whether at sea or in port. The following instructions apply in completing the columns:

1. WIND.

a. Direction.—Enter the true wind direction in degrees indicating direction from which the wind is blowing.

b. Force.—Enter the computed true wind speed in knots for the respective hours. In the absence of an anemometer, estimate the wind speed from the Beaufort Scale of Wind.

2. VISIBILITY.

—Enter the average visibility in miles. For less than 2 miles enter the visibility to the nearest $\frac{1}{8}$ mile, e. g. $1\frac{3}{8}$'s; for less than 1 mile enter to the nearest $\frac{1}{10}$ mile, e. g., $\frac{1}{10}$, $\frac{1}{8}$, $\frac{1}{2}$, etc.; and, for less than 100 yards enter 0.

3. WEATHER.

—Enter the symbol or symbols indicating the distinctive characteristics of the weather in conformity with the following table:

CLR	Clear or a few clouds
SCT	Scattered clouds—0.1 to 0.5 tenths clouds
BKN	Broken clouds—0.6 to 0.9 tenths clouds
OVC	Overcast—more than 0.9 tenths clouds
T	Thunderstorm
R	Rain
RW	Rain Showers
L	Drizzle
ZR	Freezing Rain
ZL	Freezing Drizzle
E	Sleet
F	Fog
GF	Shallow Fog (Ground Fog)
EW	Sleet Showers
S	Snow
SW	Snow Showers
IC	Ice Crystals
A	Hail
IF	Ice Fog
H	Haze
K	Smoke
D	Dust
BY	Blowing Spray

4. BAROMETER.

—Enter the reading of the aneroid barometer reduced to sea-level pressure. Sea-level pressure is obtained by adding a constant pressure factor to the barometer reading (station-pressure). This constant is determined by multiplying the height in feet of the barometer above the ship's load line by 0.001 inch or 0.034 millibar. For aneroid barometers scaled in inches enter the pressure to the nearest 100th of an inch; e. g., 29.92, 30.01. For barometers scaled in millibars, strike out "inches" in the column heading and enter the pressure to the nearest 10th of a millibar; e. g., 999.8 or 1001.4.

5. TEMPERATURE.

a. Dry bulb.—Enter the temperature of the air as shown by an exposed dry bulb thermometer.

b. Wet bulb.—Enter the temperature of the air as shown by an exposed wet bulb thermometer.

6. CLOUDS.

a. Amount.—Enter the portion of the sky obscured by clouds in parts from 1 to 10, thus 0 will represent entirely clear, while 3 will mean that $\frac{3}{10}$ of the total sky is obscured.

b. Height.—Enter the height of the base of the lowest cloud in feet; e. g., 50, 200, 1000, 11000.

c. Type.—Enter the distinctive low, middle, and high cloud forms in conformity with the "Cloud Forms and Symbols," on pages 6 and 7 (e. g., Cu, As, Cs). Do not enter more than one low cloud form, one middle cloud form and one high cloud form for any hour. When no clouds are present enter the word clear.

Note.—The attention of mariners is especially called to the value of observations of cirrus as this form of cloud is often closely connected with barometric depressions. If the cirrus occurs in radiating bands crossing the sky, the point

of convergence of these bands should be noted; if in the form of a cloud bank, or sheet, upon the horizon, the center, or point of greatest density of this bank, at this point will sometimes serve to indicate in a general manner the direction of the center of any cyclonic disturbance.

7. SEA WATER TEMPERATURE.—Enter the temperature of the sea water from the main injection thermometer.

8. WAVES.

a. Direction.—Enter the true wave direction in degrees indicating the direction from which the waves are coming.

b. Height.—Enter the estimated average wave height in feet.

GENERAL ENTRIES

The ship's position at the hours of 0800, 1200 and 2000, local zone time, shall be entered in the block entitled "POSITION—ZONE TIME." Indicate the type of fix by entering from the legend found below the block the number corresponding to the method by which latitude (L) and longitude (λ) were computed. This will provide a basic indication of the accuracy of the fix.

BEAUFORT SCALE OF WIND

Mean velocity in knots	Beaufort No.	Descriptive term	Appearance of sea
<1	0	Calm	Sea like a mirror.
1–3	1	Light air	Ripples with the appearance of scales are formed, but without foam crests.
4–6	2	Light breeze	Small wavelets, still short but more pronounced. Crests have a glassy appearance and do not break.
7–10	3	Gentle breeze	Large wavelets. Crests begin to break. Foam of glassy appearance. Perhaps scattered white caps.
11–16	4	Moderate breeze	Small waves, becoming longer; fairly frequent white caps.
17–21	5	Fresh breeze	Moderate waves, taking a more pronounced long form; many white caps are formed. (Chance of some spray.)
22–27	6	Strong breeze	Large waves begin to form; the white foam crests are more extensive everywhere. (Probably some spray.)
28–33	7	Moderate gale	Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind.
34–40	8	Fresh gale	Moderately high waves of greater length; edges of crests begin to break into the spindrift. The foam is blown in well-marked streaks along the direction of the wind.
41–47	9	Strong gale	High waves. Dense streaks of foam along the direction of the wind. Sea begins to "roll." Spray may affect visibility.
48–55	10	Whole gale	Very high waves with long overhanging crests. The resulting foam, in great patches, is blown in dense white streaks along the direction of the wind. On the whole, the surface of the sea takes a white appearance. The rolling of the sea becomes heavy and shock-like. Visibility affected.
56–63	11	Storm	Exceptionally high waves (small and medium-sized ships might be for a time lost to view behind waves). The sea is completely covered with long white patches of foam lying along the direction of the wind. Everywhere the edges of the waves are blown into froth. Visibility affected.
64–71	12	Hurricane	The air is filled with foam and spray. Sea completely white with driving spray; visibility very seriously affected.
72–80	13	do	Same as hurricane.
81–89	14	do	do.
90–99	15	do	do.
100–108	16	do	do.
109–118	17	do	do.

INSTRUCTIONS FOR KEEPING THE REMARKS SHEET

The following entries are to be made in the Remarks Sheet:

1. Ships' Deck Logs are often found deficient in information relating to injuries, accidents, and casualties happening among officers and crew. The large number of claims for pensions submitted by persons who have served in the Navy, alleging injury received while in the Naval Service, renders this information of great importance to the government, both to protect it from false claims and to furnish a record for honest claimants; therefore entries shall be made in the Remarks Sheets of any and every injury, accident, or casualty, however slight, among the officers, crew, passengers or visitors on board, giving the particulars of such injury, accident, or casualty.

2. All peculiar or extraordinary appearances of the sea, atmosphere, or heavens, preceding or following sudden changes of wind, heavy squalls of wind, or of heavy gales.

3. All unusual appearance of the sea, tide rips, discolored water, extraordinary luminescence of the sea, strange birds, fishes, icebergs, driftwood, seaweed, etc.

4. All unusual meteorological phenomena, extraordinary refractions, waterspouts, meteors, shooting stars, auroras, halos, fata morganas, iceblinks, corposantos, etc.

5. The behavior of the vessel under different circumstances of weather and sea, such as pitching, rolling, weatherly qualities, etc.

6. The sighting of vessels, land, lighthouses, lightships, and of all dangers to navigation, with time, bearings and distances.

7. The bearing and distance of the object taken for a departure.

8. Any soundings, the record of which is important, with character of the bottom.

9. After anchoring, record bearings and angles such as to enable the exact position of the ship to be located on the chart.

10. After anchoring in unfrequented ports, roadsteads, or on strange coasts, the bearings of all prominent objects on shore, adjacent points, islands, rocks, or dangers, and the depth of the water within the distance required for working ship.

11. When at anchor, the commencement of flood and ebb, the time of slack water, and the time the vessel swings to her anchor upon a change of tide.

12. When at anchor in heavy weather, the strain upon the cables, etc.

13. A summary of the orders under which the ship moves, quoting the authority for the orders, etc. In general, this entry should show the character of the duty on which the ship is engaged and the reasons for her movements in order that it may be of historical value in future years.

14. In fleet or squadron at sea, the formation and distance of the force at the end of each watch, and the time of any change in same during the watch.

15. In convoying, the position of the convoy at the end of each watch.

16. The time when any particular evolution, exercise, or other service was performed (receiving a pilot, preparing to enter port, or to anchor, anchorage, depth of water, bearings, etc; getting under way, discharging pilot, securing anchors, securing battery, preparing ship for sea, and major engineering changes.)

17. All speed changes in knots.

18. All courses and bearings shall be interpreted to read "degrees true" unless otherwise indicated.

19. All occurrences of importance and interest, including change of command, official visits, salutes fired, and flags displayed, meetings of courts-martial on board, etc.

20. The publication of general orders issued by the Department, or the Commander in Chief.

21. All alterations in rations or allowance of fresh water per man, with reasons, etc.

22. All accidents resulting in loss of any kind. The loss or serious damage to boats, other equipage and stores of any kind, with the attendant circumstances.

23. After an action, a full, detailed account of every occurrence and remarkable incident, all damage to hull, equipage, and machinery, all killed and wounded, etc.

24. All prisoners taken by an enemy.

25. The grounding of the ship, with all attendant circumstances.

26. The name, grade, and file number of all officers who may join or be transferred or discharged from the vessel.

27. All persons absent without leave and the date and hour of their return on board.

28. All desertions.

29. An account of all punishments inflicted.

30. All cases of the confinement and release of prisoners.

31. All deaths on board, with a statement as to exact time and cause of death.

32. The names of all passengers, with the time of coming on board or of leaving.

33. Periodical inspections and tests, such as daily inspections of magazines and weekly tests of floodcocks, periodical examination of the steering gear, examinations made when ship is docked, etc.

34. A copy of the hull board's report in cases where the ship is docked elsewhere than at a United States navy yard.

NOTE.—A signal and its meaning shall never be entered together in the ship's deck log or other record.

348603 O - 55 - 2

CLOUD FORMS AND SYMBOLS

HIGH



Ci

"FEATHERY CLOUDS"

Often seen during fair weather.

At times serve as first visible indication of approaching storm.

CIRRUS clouds are observed at very great altitudes and owe their fibrous and feathery appearance to the fact that they are composed entirely of ice crystals. Although the word "cirrus" derives from the Latin for "curl" or "lock," the clouds are found in varied forms including curved wisps, featherlike plumes, isolated tufts, and thin lines. Because of their height, they color before other clouds at sunrise and remain lighted after sunset.

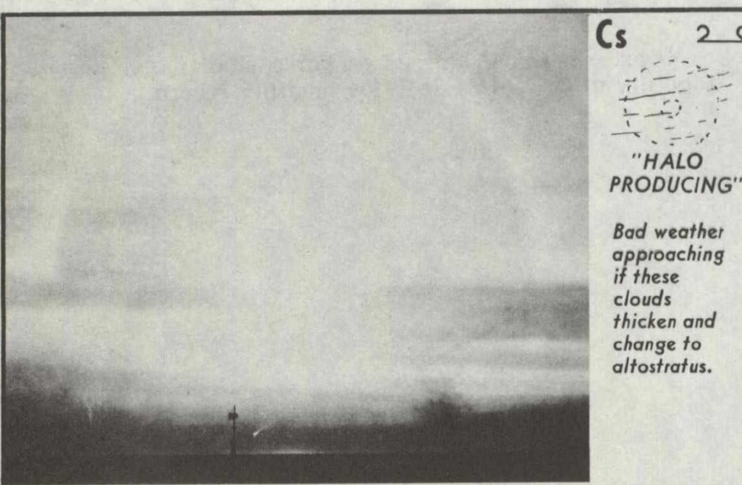


Cc

"MACKERELS' SCALES"

Look for wind and rain if they change to cirrostratus and lower thicker clouds.

CIRROCUMULUS are similar to cirrus clouds but contain globular cotton-like masses arranged in groups or lines which at times give them the appearance of rippled sand on the seashore. One form of cirrocumulus is commonly known as the "mackerel sky" because of the way in which the pattern resembles the scales on the back of a mackerel. The harder and grayer variety often indicate foul weather may follow.



Cs

"HALO PRODUCING"

Bad weather approaching if these clouds thicken and change to altostratus.

CIRROSTRATUS covers the sky with a thin whitish veil. The cloud layer is not sufficiently dense to obscure or blur the outlines of the sun or moon. However, the ice crystals of which the cloud is composed, refract the light which passes through them in such a way that a ring known as a "halo" forms around the sun or moon. Cirrostratus clouds which follow after cirrus may be an indication of approach of low- pressure area.



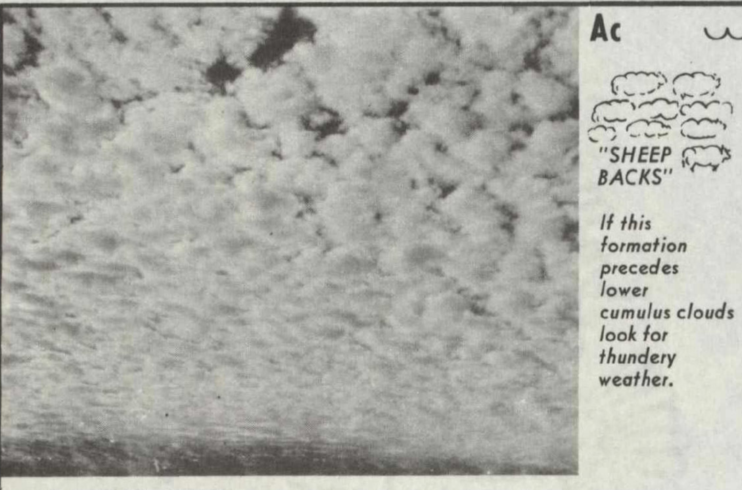
Ci

"MARES' TAILS"

This type appearing after cirrus and followed by thickening lower clouds, increases probability of rain within 24 hrs.

CIRRUS and cirrostratus. "Mare's tails" is the popular name given to well-defined cirrus clouds that thicken into cirrostratus, and then gradually lowering into water droplet altostratus. The clouds may resemble a mare's tail and may often be the forerunner of a storm as indicated in the old rhyme: "Mackerel sky and *mare's tails*, make tall ships carry low sails." The more brush-like the cirrus, the stronger the wind at that level.

MIDDLE

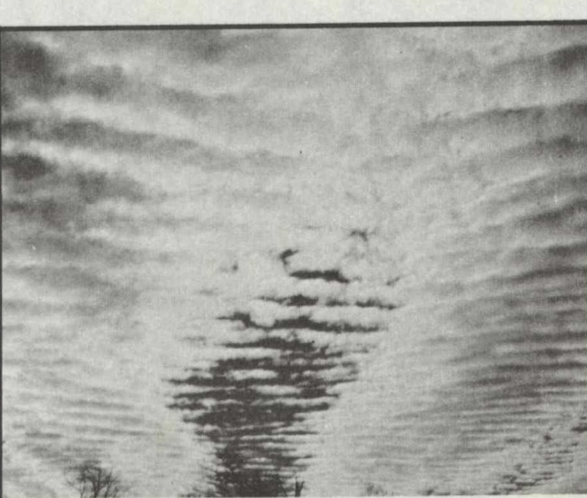


Ac

"SHEEP BACKS"

If this formation precedes lower cumulus clouds look for thundery weather.

ALTOCUMULUS clouds (known as "sheep backs") are a layer of large, ball-like masses often so close together that the edges touch. They are often mistaken for an unbroken layer of stratocumulus. While the balls or patches may vary in thickness and color—from dazzling white to dark gray—they are more or less regularly arranged and distinct. They differ from cirrocumulus cloudlets in that they show distinct shadowed portions.



Ac

"LONG ROLLS OR BANDS"

These rolls stretch to the horizon and move at right angles to their length.

ALTOCUMULUS—in "bands" or "long rolls"—are shown above. This is a form of this cloud type having big roll clouds separated by streaks of blue sky. The rolls appear to be joined together near the horizon because of the effect of perspective. These regular parallel bands of altocumulus differ from the "mackerel sky" in that it is found in larger masses with shadows and is not composed of ice crystals like the higher cirrus forms.



Ac

"CASTLES IN THE AIR"

Often short-lived, making only a brief appearance.

Frequently precede thunderstorms.

ALTOCUMULUS. These "castles in the air" are visible proof of the great altitude to which rising currents in the atmosphere often extend. Generally arranged in a line and resting on one horizontal base, they give the impression of turrets on a castle. These turreted tops look like miniature cumulus clouds and possess considerable depth as well great length. These clouds usually indicate a change to chaotic, and thundery skies.



As
Ns

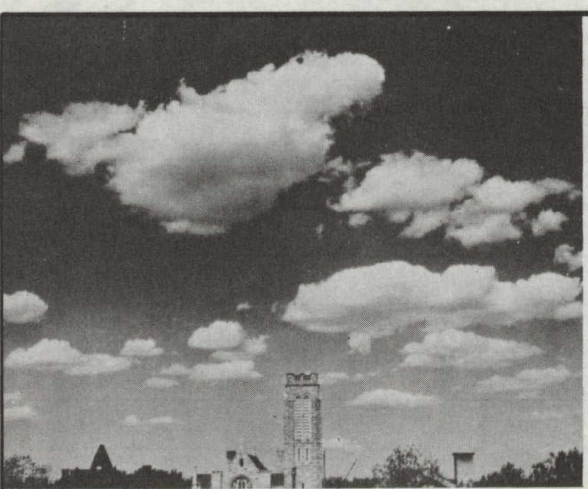


"THICK GRAY CURTAIN"

Continuous rain or snow may follow thickening altostratus in a few hours.

ALTOSTRATUS clouds have the appearance of a gray or bluish, fibrous veil or sheet which is sufficiently dense so that the sun and moon generally appear as they would through ground glass. There is no "halo" as usually seen through cirrostratus but a similar phenomena called a "corona" may be observed. The low ragged "scud" or NIMBOSTRATUS "rain clouds" that form under altostratus clouds grow denser and lower as rain falls.

LOW



Cu



"WOOLPACK"

This type generally seen in fine weather.

Turbulence increases as thickness increases.

CUMULUS clouds pictured above are the small, fluffy, "fair weather type." *The various types of clouds in the cumulus family are defined according to the extent of their vertical development—the height to which warm moist air is being raised by updrafts within them.* It is the presence of these updrafts which makes flying near or in cumulus clouds "bumpy" and sometimes dangerous. Note little vertical development.



Sc

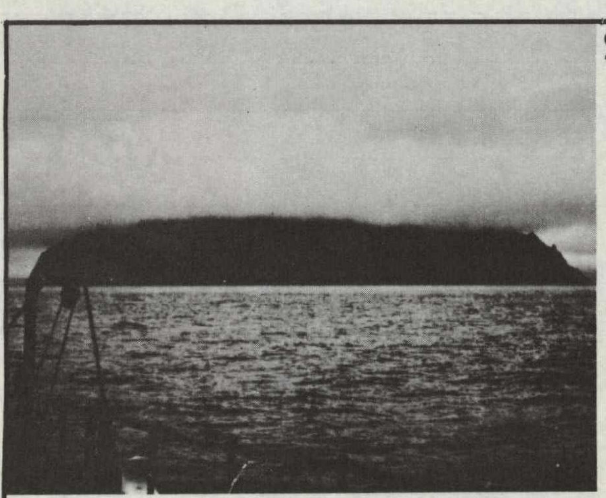


"FLAT LONG LAYERS"

Tail-end of the days cumulus clouds.

Usually a clear night ahead over land.

STRATOCUMULUS clouds shown above are the final product of daily changes in cumulus clouds. They vary greatly in altitude. At lower levels this type also appears as roll-shaped masses which are soft and gray and can be composed of long parallel rolls. (Such rolls are good indicators of wind direction at their level because they form on crests of atmospheric waves at approximate right angles to the wind producing them.)

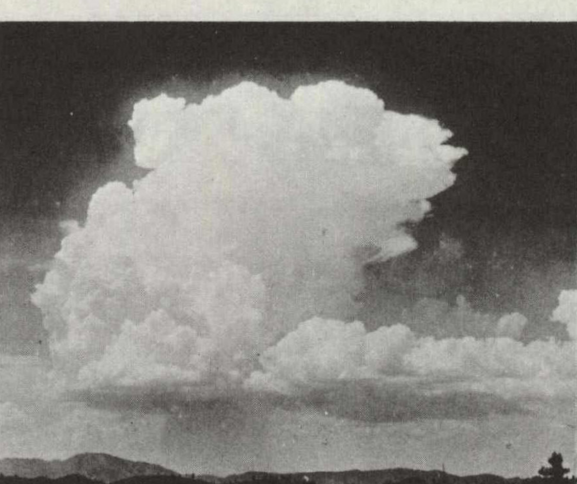


St —

"LAYERS OR SHEETS"

Stratus often produce a fine drizzle or mist.

STRATUS formations are low horizontal, uniform layers of clouds. Strong winds sometimes break them up into irregular fragments of shreds called FRACTOSTRATUS. A veil of true stratus gives the sky a hazy appearance. Because of their thickness, stratus appear dark to sailors and landsmen, but look white to aviators. Clouds of stratus family are called "low stratus" if their base is below 1,000 ft. and "fog" when on the ground.



Cb

"THUNDER HEAD"

This is the signpost of turbulent, bumpy air, with thunder, lightning, snow in upper levels, hail and heavy rain.

CUMULONIMBUS "thunderheads" or "showerclouds" are heavy masses of clouds rising in mountainous towers to great heights. The upper parts consist of ice crystals and often spread out in the shape of an anvil. The base is horizontal, but as showers occur it lowers and becomes ragged. The anvil of this giant cloud is so high that it can be seen many miles away long before the base becomes visible. A regular "cloud factory."

check

USS X-1 ZONE DESCRIPTION +5 DATE Sunday (Day) 1 (Date) April (Month), 1956

AT/PASSAGE FROM US Naval Submarine Base TO New London, Conn.

WEATHER OBSERVATIONS

ZONE TIME	WIND		VISIBILITY	WEATHER	BAROMETER	TEMPERATURE		CLOUDS			SEA WATER TEMPERATURE	WAVES	
	DIRECTION (True)	FORCE (Knots)	(Miles)	(Symbols)	(Inches)	Dry Bulb	Wet Bulb	Amount (Tenths)	Height	Type		DIRECTION (True)	HEIGHT (Feet)
04													
08													
12						SAME AS SOPA							
16													
20													
24													

POSITION	ZONE	TIME
0800		
L	BY	
λ	BY	
1200		
L	BY	
λ	BY	
2000		
L	BY	
λ	BY	

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

0000-2400 Resting on cradles inside building 31 at US Naval Submarine Base, New London, Conn. Recieving all power from shore. SOPA is ComSubLant 0800 Mustered crew at quarters no unauthorized absentees. 2000 Commenced charging batteries. 2145 Secured charging batteries.

Charles W. Annatli
EN3(SS) USN

APPROVED: Kevin Hanlon LT U. S. N. COMMANDING

EXAMINED: ________ U. S. N. NAVIGATOR.

(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

USS X-1 ZONE DESCRIPTION +5 DATE Monday (Day) 2 (Date) April (Month), 1956

AT/PASSAGE FROM US Naval Submarine Base TO New London Conn.

WEATHER OBSERVATIONS

ZONE TIME	WIND DIRECTION (True)	WIND FORCE (Knots)	VISIBILITY (Miles)	WEATHER (Symbols)	BAROMETER (Inches)	TEMPERATURE Dry Bulb	TEMPERATURE Wet Bulb	CLOUDS Amount (Tenths)	CLOUDS Height	CLOUDS Type	SEA WATER TEMPERATURE	WAVES DIRECTION (True)	WAVES HEIGHT (Feet)
04													
08													
12													
16				Same as SOPA									
20													
24													

POSITION	ZONE	TIME
0800		
L		BY
λ		BY
1200		
L		BY
λ		BY
2000		
L		BY
λ		BY

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

0000-2400 Resting on cradles inside building 3' at US Naval Submarine Base New London Conn. Receiving all power from shore, SOPA is Com Sub Lant. 0800 Mustered crew at quarters, no unauthorized absentees.

Malone S. Jones
ENC (SS) USN

APPROVED: Kevin Hanlon LT U. S. N. COMMANDING

EXAMINED: ______ U. S. N. NAVIGATOR.

(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

Jom

USS X-1 (SSX-1) ZONE DESCRIPTION +5 DATE Tuesday (Day) 3 (Date) April (Month), 1956

AT/~~PASSAGE FROM~~ U. S. Naval Submarine Base, TO, New London Conn

WEATHER OBSERVATIONS

ZONE TIME	WIND		VISIBILITY	WEATHER	BAROMETER	TEMPERATURE		CLOUDS			SEA WATER TEMPERATURE	WAVES	
	DIRECTION (True)	FORCE (Knots)	(Miles)	(Symbols)	(Inches)	Dry Bulb	Wet Bulb	Amount (Tenths)	Height	Type		DIRECTION (True)	HEIGHT (Feet)
04													
08													
12													
16		Same as SOPA											
20													
24													

POSITION	ZONE	TIME
0800		
L		BY
λ		BY
1200		
L		BY
λ		BY
2000		
L		BY
λ		BY

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

0000-2400 Resting on cradles inside of Building 31, at U.S. Naval Submarine Base, New London Conn. Receiving all power from shore. SOPA is Comsublant 0800- Mustered crew, no unauthorized absentees. 1400 started battery charge 1815 secured battery charge

Phillip S Thompson

EN1 (SS) USN

APPROVED: Kevin Hanlon U. S. N. COMMANDING

LT

EXAMINED: ______ U. S. N. NAVIGATOR.

(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

USS X-1 ZONE DESCRIPTION +5 DATE Friday (Day) 6 (Date) April (Month), 1956

AT/~~PASSAGE FROM~~ US Naval Submarine Base New TO London, Conn.

WEATHER OBSERVATIONS

ZONE TIME	WIND		VISIBILITY	WEATHER	BAROMETER	TEMPERATURE		CLOUDS			SEA WATER TEMPERATURE	WAVES	
	DIRECTION (True)	FORCE (Knots)	(Miles)	(Symbols)	(Inches)	Dry Bulb	Wet Bulb	Amount (Tenths)	Height	Type		DIRECTION (True)	HEIGHT (Feet)
04													
08													
12					SAME As SOPA.								
16													
20													
24													

POSITION	ZONE	TIME
0800		
L		BY
λ		BY
1200		
L		BY
λ		BY
2000		
L		BY
λ		BY

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

0000-2400 Moored port side to float at US Naval Submarine Base, New London Conn. Recievery all power from shore SOPA is Com Sub Lant. 0800 Mustered crew at quarters, no unauthorized absentees.

Charles W. Annable
EN3(SS) USN.

APPROVED: Kevin Hanlon U. S. N. COMMANDING
LT

EXAMINED: ______ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

USS X-1 (SSX-1) ZONE DESCRIPTION +5 DATE Saturday (Day) 7 (Date) April (Month), 1956

AT/PASSAGE FROM U.S. Naval Submarine Base TO New London, Conn.

WEATHER OBSERVATIONS

ZONE TIME	WIND DIRECTION (True)	WIND FORCE (Knots)	VISIBILITY (Miles)	WEATHER (Symbols)	BAROMETER (Inches)	TEMPERATURE Dry Bulb	TEMPERATURE Wet Bulb	CLOUDS Amount (Tenths)	CLOUDS Height	CLOUDS Type	SEA WATER TEMPERATURE	WAVES DIRECTION (True)	WAVES HEIGHT (Feet)
04													
08													
12	Same As S.O.P.A.												
16													
20													
24													

POSITION	ZONE	TIME
0800 L		BY
λ		BY
1200 L		BY
λ		BY
2000 L		BY
λ		BY

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

00-24 Moored port side to float between piers nine and ten, U.S. Naval Submarine Base, New London, Conn. Receiving all power from shore. SOPA is Com Sub Lant. 0800 Mustered crew at quarters. No unauthorized absentees.

Jack A. Roberts
EM1 USN.

APPROVED: Kevin Hanlon LT U. S. N. COMMANDING

EXAMINED: ______ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

348603 O - 55 - 3

 Rob

USS X-1 (SSX-1) ZONE DESCRIPTION +5 DATE Wednesday (Day) 4 (Date) April (Month), 1956

AT/PASSAGE FROM U.S. Naval Submarine Base, New London Conn.

WEATHER OBSERVATIONS

ZONE TIME	WIND DIRECTION (True)	WIND FORCE (Knots)	VISIBILITY (Miles)	WEATHER (Symbols)	BAROMETER (Inches)	TEMPERATURE Dry Bulb	TEMPERATURE Wet Bulb	CLOUDS Amount (Tenths)	CLOUDS Height	CLOUDS Type	SEA WATER TEMPERATURE	WAVES DIRECTION (True)	WAVES HEIGHT (Feet)
04													
08													
12				SAME AS SOPA.									
16													
20													
24													

POSITION	ZONE	TIME
0800		
L		BY
λ		BY
1200		
L		BY
λ		BY
2000		
L		BY
λ		BY

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

00-24 Resting on cradle inside building 31 U.S. Naval Submarine Base, New London, Conn. Receiving all power from shore. SOPA is Com. Sub. Lant. 0800 Mustered crew at quarters. No unauthorized absentees. 0845 Secured shore power. 0855 Commenced trucking craft to pier nine. 0932 Craft lowered into water by crane north side, pier nine. 1410 Craft warped from pier nine to port side to, float between piers nine and ten. 1415 Underway in accordance with Com. Sub Lant Ltr. N Lon Bysked 13-56. for test in in Thames River. 1600 Moored port side to float between piers nine and ten U.S. Naval Submarine Base, New London, Conn. 1630 Commenced receiving power from shore. 1900 Commenced charging batteries. 2400 Secured charging batteries.

Jack A. Roberts
EM1 USN.

APPROVED: Kevin Hanson LT U.S.N. COMMANDING

EXAMINED: ______ U.S.N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

348603 O - 55 - 3

USS X-1 ZONE DESCRIPTION +5 DATE Thursday 5 April, 1956
(Day) (Date) (Month)

AT/PASSAGE FROM U.S. Naval Submarine Base TO New London Conn

WEATHER OBSERVATIONS

ZONE TIME	WIND DIRECTION (True)	WIND FORCE (Knots)	VISIBILITY (Miles)	WEATHER (Symbols)	BAROMETER (Inches)	TEMPERATURE Dry Bulb	TEMPERATURE Wet Bulb	CLOUDS Amount (Tenths)	CLOUDS Height	CLOUDS Type	SEA WATER TEMPERATURE	WAVES DIRECTION (True)	WAVES HEIGHT (Feet)
04													
08													
12													
16						Same as SOPA							
20													
24													

POSITION	ZONE	TIME
0800		
L		BY
λ		BY
1200		
L		BY
λ		BY
2000		
L		BY
λ		BY

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

0000-2400 Moored port side to float between piers 9 and 10 at U S Naval Submarine Base New London Conn Receiving all power from shore, charging batteries. SOPA is Com Sub Lant. 0000 Secured charging batteries 0800 Mustered crew at quarters, no unauthorized absentees. 1400 Preliminarily accepted for restricted service on behalf of Commandant Third Naval District by Commanding Officer U.S. Naval Submarine Base New London Conn. Authority Com Three 032002Z of April 1956 and Commanding Officer Submarine Base Letter NB/A4-1/02 serial 44 of 5 April, 1956. 1515 Reported to Cinc Lant Flt for duty with Com Sub Lant Authority Commanding Officer Submarine Base New London Conn 051923Z of April 1956.

Malone S. Jones
ENC (SS) USN

APPROVED: Kevin Hanson LT U. S. N. COMMANDING

EXAMINED: ________ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

U.S.S. X-1 (SSX1)
Care of Fleet Post Office
New York, New York

In reply refer to:
SSX-1
A12
Ser 22
6 Apr 1956

From: Officer in Charge
To: Chief of Naval Personnel

Subj: Deck Log, Type B, forwarding of

Ref: (a) Article B-3301, BuPers Manual
(b) COMSUBLANT ltr FF4-12 A12 Ser 5529 of 31 Oct 1955

Encl: (1) Type B Deck Log Covering the Period 1 Jan 1956 through 31 March 1956

1. Reference (b) granted authority to utilize the Type B Deck Log for this vessel.

2. Enclosure (1) is forwarded herewith in accordance with reference (a).

Kevin Hanlon
KEVIN HANLON

U. S. S. X-1 (SSX1)
Care of Fleet Post Office
New York, New York

In reply refer to:
SSX-1
A12
Ser 22
6 Apr 1956

From: Officer in Charge
To: Chief of Naval Personnel

Subj: Deck Log, Type B, forwarding of

Ref: (a) Article B-3301, BuPers Manual
(b) COMSUBLANT ltr FF4-12 A12 Ser 5529 of 31 Oct 1955

Encl: (1) Type B Deck Log Covering the Period 1 Jan 1956 through 31 March 1956

1. Reference (b) granted authority to utilize the Type B Deck Log for this vessel.

2. Enclosure (1) is forwarded herewith in accordance with reference (a).

KEVIN HANLON

USS X-1 (SSX-1) ZONE DESCRIPTION +5 DATE SUNDAY (Day) 8 (Date) April (Month), 1956

AT/PASSAGE FROM U.S. Naval Submarine Base TO New London, Conn.

WEATHER OBSERVATIONS

ZONE TIME	WIND		VISIBILITY	WEATHER	BAROMETER	TEMPERATURE		CLOUDS			SEA WATER TEMPERATURE	WAVES	
	DIRECTION (True)	FORCE (Knots)	(Miles)	(Symbols)	(Inches)	Dry Bulb	Wet Bulb	Amount (Tenths)	Height	Type		DIRECTION (True)	HEIGHT (Feet)
04													
08													
12			Same As SOPA										
16													
20													
24													

POSITION	ZONE	TIME
0800 L		BY
λ		BY
1200 L		BY
λ		BY
2000 L		BY
λ		BY

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

00-24 Moored port side to float between piers nine and ten. Receiving all power from shore. SOPA is Com Sub Lant. 0800 Mustered crew at quarters, no unauthorized absentees. 1900 Commenced charging batteries. 2145 Secured charging batteries.

Jack A. Roberts
EM1 - USN

APPROVED: Kevin Hanlon LT U. S. N. COMMANDING

EXAMINED: ______ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

Tom

USS X-1 (SS X-1) ZONE DESCRIPTION +5 DATE Monday (Day) 9 (Date) april (Month), 1956

AT/~~PASSAGE FROM~~ U.S. Naval Submarine Base ~~TO~~ New London Conn

WEATHER OBSERVATIONS

ZONE TIME	WIND		VISIBILITY	WEATHER	BAROMETER	TEMPERATURE		CLOUDS			SEA WATER TEMPERATURE	WAVES	
	DIRECTION (True)	FORCE (Knots)	(Miles)	(Symbols)	(Inches)	Dry Bulb	Wet Bulb	Amount (Tenths)	Height	Type		DIRECTION (True)	HEIGHT (Feet)
04													
08													
12		Same as SOPA											
16													
20													
24													

POSITION	ZONE	TIME
0800 L ____		BY ____
λ ____		BY ____
1200 L ____		BY ____
λ ____		BY ____
2000 L ____		BY ____
λ ____		BY ____

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

0000-2400 Moored portside to float between piers 9 and 10 at U.S Naval Submarine Base, New London Conn. Receiving all power from shore. SOPA is Comsublant is SOPA. 0730 mustered crew, no unauthorized absentees. 0855 underway from float in accordance with comsubrefitgro op sked orders 14-56 to conduct individual ships operations. steering various courses and speeds in Thames River at New London Conn, while enroute to operating area - 0950 passed point "alpha", course 190°T speed standard - 0955 changed course to 250°T, speed ahead two thirds 1010 submerged on course 180° speed ahead two Thirds 1120 surfaced on course 255°T speed ahead full, 1130 changed course to 355°T slowed to standard speed 1145 changed course to 000°T speed standard 1155 changed course to 210°T speed standard - 1225 changed course to 025°T slowed to ahead two thirds 1230 submerged on 025°T speed ahead full 1245 — surfaced on course 020°T speed ahead two thirds 1315 submerged on course 020°T speed ahead two thirds 1320 surfaced on courses 020°T speed ahead two thirds 1325 submerged on course 020°T speed ahead two Thirds 1405 surfaced on course 200°T, speed ahead two Thirds 1435 submerged on course 200°T speed ahead Two thirds 1517 surfaced on 025°T speed ahead standard 1520 changed course to 000°T. 1525 changed course to 010°T passed point "alpha" 1526 changed course to 355°T. 1530 proceeding up Thames River at New London Conn steering Various courses and speeds 1640 moored portside to float between piers 9 and 10 at U.S Naval Submarine Base, New London Conn. 1645 commenced receiving all power from shore 1745 commenced battery charge 2400 secured battery charge

Phillip S Thompson

EN1 (SS) USN

APPROVED: Kevin Hanson U. S. N. COMMANDING

EXAMINED: ____ U. S. N. NAVIGATOR.

(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

348603 O - 55 - 3

USS X-1 (SSX-1) ZONE DESCRIPTION +5 DATE Tuesday, 10 April, 1956 (Day) (Date) (Month)

AT/PASSAGE FROM U.S. Naval Submarine Base TO New London Conn

WEATHER OBSERVATIONS

ZONE TIME	WIND		VISIBILITY	WEATHER	BAROMETER	TEMPERATURE		CLOUDS			SEA WATER TEMPERATURE	WAVES	
	DIRECTION (True)	FORCE (Knots)	(Miles)	(Symbols)	(Inches)	Dry Bulb	Wet Bulb	Amount (Tenths)	Height	Type		DIRECTION (True)	HEIGHT (Feet)
04													
08													
12													
16			Same As S.O.P.A.										
20													
24													

POSITION	ZONE	TIME
0800		
L		BY
λ		BY
1200		
L		BY
λ		BY
2000		
L		BY
λ		BY

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

00-24 Moored port side to float between piers nine and ten, U.S. Naval Submarine Base, New London Conn. Receiving all power from shore. SOPA is Com Sub Lant. 0800 Mustered crew at quarters, no unauthorized absentees. 0800 Secured receiving power from shore. 0804 Underway in accordance with Com Sub Dev Group N London Op Sked 14-56. Steering various courses and speeds while clearing channel ~~to area "Hotel"~~ JAR enroute to area "Hotel" assigned operating area. 0950 Set course 165°T, speed ahead two thirds. 1015 Submerged. ~~1210 Surfaced~~ JAR changed speed to two third on the battery. 1210 Surfaced, changed speed ahead standard on the engine. 1220 changed course to 270° T. 1250 changed course ~~to ahead one third~~ JAR to 300°T speed one third. 1315 changed course to 030°T. 1332 changed speed to ahead full, course 000°T. 1400 changed course to 355°T. 1405 Commenced steering various courses and speeds up Thames river channel enroute to base. 1500 Moored port side to float between piers nine and ten, U.S. Naval Submarine Base, New London, Conn. 1510 Commenced receiving power from shore. 2015 Commenced charging batteries.

Jack A. Roberts
EM1 USN

APPROVED: Kevin Hanlon U. S. N. LT COMMANDING

EXAMINED: ______ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

USS X-1 ZONE DESCRIPTION ______ DATE Wednesday 11 April, 1956
(Day) (Date) (Month)

AT/PASSAGE FROM U.S. Submarine Base New TO London Conn.

WEATHER OBSERVATIONS

ZONE TIME	WIND		VISIBILITY	WEATHER	BAROMETER	TEMPERATURE		CLOUDS			SEA WATER TEMPERATURE	WAVES	
	DIRECTION (True)	FORCE (Knots)	(Miles)	(Symbols)	(Inches)	Dry Bulb	Wet Bulb	Amount (Tenths)	Height	Type		DIRECTION (True)	HEIGHT (Feet)
04													
08													
12				Same as SOPA.									
16													
20													
24													

POSITION	ZONE	TIME
0800		
L ______		BY ______
λ ______		BY ______
1200		
L ______		BY ______
λ ______		BY ______
2000		
L ______		BY ______
λ ______		BY ______

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

0000-2400 - Moored Port side to float between Piers 9 and 10 at U.S. Naval Submarine Base, New London, Conn. Receiving all power from shore, Charging batteries, SOPA is Com Sub Lant. Secured Battery Charge at 0215, 0730 Mustered crew at quarters no unauthorized absentees. 1015 warped craft from float to North side of Pier 9, 1030 lifted craft from water to truck. 1045, Trucked craft from Pier 9 to north side of building 31, ~~1131~~ 1330 Commenced unloading H_2O_2 1530 Secured unloading H_2O_2 15 35 Trucked craft into building 31, 1600 Commenced receiving shore power.

Malone S. Jones
ENC (SS) USN

APPROVED: Kevin Hanlon LT U. S. N. COMMANDING

EXAMINED: ______ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

USS X-1 ZONE DESCRIPTION +5 DATE Thur. (Day) 12 (Date) April (Month), 1956

AT/~~PASSAGE FROM~~ U.S. Naval Submarine Base New London, Conn. TO

WEATHER OBSERVATIONS

ZONE TIME	WIND		VISIBILITY	WEATHER	BAROMETER	TEMPERATURE		CLOUDS			SEA WATER TEMPERATURE	WAVES	
	DIRECTION (True)	FORCE (Knots)	(Miles)	(Symbols)	(Inches)	Dry Bulb	Wet Bulb	Amount (Tenths)	Height	Type		DIRECTION (True)	HEIGHT (Feet)
04													
08													
12					SAME AS SOPA								
16													
20													
24													

POSITION	ZONE	TIME
0800		
L		BY
λ		BY
1200		
L		BY
λ		BY
2000		
L		BY
λ		BY

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

0000-2400 Resting on cradles at Building 81 at US Naval Submarine Base New London, Conn. Receiving all power from shore. SOPA is ComSubLant. 0745 Mustered crew at quarters, no unauthorized absentees.

Charles W. Cennatle
EW3(SS) USN.

APPROVED: Kevin Hanlon LT U. S. N. COMMANDING

EXAMINED: U. S. N. NAVIGATOR.

(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

USS X-1 (SSX-1) ZONE DESCRIPTION +5 DATE Friday (Day) 13 (Date) April (Month), 1956

AT/PASSAGE FROM U S Naval Submarine Base TO, New London, Conn.

WEATHER OBSERVATIONS

ZONE TIME	WIND DIRECTION (True)	WIND FORCE (Knots)	VISIBILITY (Miles)	WEATHER (Symbols)	BAROMETER (Inches)	TEMPERATURE Dry Bulb	TEMPERATURE Wet Bulb	CLOUDS Amount (Tenths)	CLOUDS Height	CLOUDS Type	SEA WATER TEMPERATURE	WAVES DIRECTION (True)	WAVES HEIGHT (Feet)
04													
08													
12													
16				SAME AS SOPA.									
20													
24													

POSITION	ZONE	TIME
0800 L		BY
λ		BY
1200 L		BY
λ		BY
2000 L		BY
λ		BY

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

00-24 Resting on cradle inside building 31, U.S. Naval Submarine Base, New London, Conn. Receiving all power from shore. SOPA is Com Sub Lant.
0800 Mustered crew at quarters. No unauthorized absentees.

Jack A. Roberts
EM1 USN

APPROVED: Kevin Hanlon LT U. S. N. COMMANDING

EXAMINED: ________ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

USS X-1 ZONE DESCRIPTION +5 DATE Saturday 14 April, 1956
(Day) (Date) (Month)

AT/PASSAGE FROM U.S. Naval Submarine Base TO New London Conn

WEATHER OBSERVATIONS

ZONE TIME	WIND DIRECTION (True)	WIND FORCE (Knots)	VISIBILITY (Miles)	WEATHER (Symbols)	BAROMETER (Inches)	TEMPERATURE Dry Bulb	TEMPERATURE Wet Bulb	CLOUDS Amount (Tenths)	CLOUDS Height	CLOUDS Type	SEA WATER TEMPERATURE	WAVES DIRECTION (True)	WAVES HEIGHT (Feet)
04													
08													
12													
16						Same as SOPA							
20													
24													

POSITION	ZONE	TIME
0800		
L	BY	
λ	BY	
1200		
L	BY	
λ	BY	
2000		
L	BY	
λ	BY	

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

0000-2400. Resting on cradle inside building 31 at U.S. Naval Submarine Base New London Conn. Receiving all power from shore. SOPA is Com Sub Lant. 0830 Mustered crew at quarters, no unauthorized absentees.

Malone S. Jones.
ENC (SS) USN.

APPROVED: Kevin Hanlon LT U. S. N. COMMANDING

EXAMINED: U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

348603 O - 55 - 3

USS X-1 ZONE DESCRIPTION +5 DATE Sunday (Day) 15 (Date) April (Month), 1956

AT/PASSAGE FROM U.S. Naval Submarine TO Base New London Conn

WEATHER OBSERVATIONS

ZONE TIME	WIND DIRECTION (True)	WIND FORCE (Knots)	VISIBILITY (Miles)	WEATHER (Symbols)	BAROMETER (Inches)	TEMPERATURE Dry Bulb	TEMPERATURE Wet Bulb	CLOUDS Amount (Tenths)	CLOUDS Height	CLOUDS Type	SEA WATER TEMPERATURE	WAVES DIRECTION (True)	WAVES HEIGHT (Feet)
04													
08													
12													
16					Same as SOPA.								
20													
24													

POSITION	ZONE	TIME
0800		
L	BY	
λ	BY	
1200		
L	BY	
λ	BY	
2000		
L	BY	
λ	BY	

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

0000-2400 Resting in cradle inside building 31 at U.S. Naval Submarine Base New London Conn. Receiving all power from shore, SOPA is Com Sub Lant 0930 Mustered crew at quarters, no unauthorized absentees. 2000 Commenced battery charge.

Malone S. Jones
ENC (SS) USN

APPROVED: Kevin Hanson LT U. S. N. COMMANDING

EXAMINED: ______ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

USS X-1 (SSX-1) ZONE DESCRIPTION +5 DATE Monday (Day) 16 (Date) April (Month), 1956

AT/PASSAGE FROM U.S. Naval Submarine Base TO New London, Conn.

WEATHER OBSERVATIONS

ZONE TIME	WIND DIRECTION (True)	WIND FORCE (Knots)	VISIBILITY (Miles)	WEATHER (Symbols)	BAROMETER (Inches)	TEMPERATURE Dry Bulb	TEMPERATURE Wet Bulb	CLOUDS Amount (Tenths)	CLOUDS Height	CLOUDS Type	SEA WATER TEMPERATURE	WAVES DIRECTION (True)	WAVES HEIGHT (Feet)
04													
08													
12													
16				Same As SOPA.									
20													
24													

POSITION	ZONE	TIME
0800 L		BY
λ		BY
1200 L		BY
λ		BY
2000 L		BY
λ		BY

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

00-24 Resting on cradle inside building 31, U. S. Naval Submarine Base, New London, Conn. Receiving all power from shore. SOPA is Com. Sub. Lant. Charging battery. 0300 Secured charging battery. 0745 Mustered crew at quarters. No unauthorized absentees. 0845 Craft trucked to pier nine. 0920 Craft lowered into water by crane north side pier nine. 1430. Craft warped from north side pier nine to port side to float between piers nine and ten. 1535 Underway for tests in Thames river. 1610 Moored port side to float, U S Naval Submarine Base, New London, Conn. 1615 Commenced receiving power from shore.

Joseph A. Roberts
EM1 USN

APPROVED: Kevin Hanlon LT U. S. N. COMMANDING

EXAMINED: ______ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

USS X-1 ZONE DESCRIPTION +5 DATE Tuesday (Day) 17 (Date) April (Month), 1956

AT/PASSAGE FROM U S Naval Submarine Base TO New London Conn

WEATHER OBSERVATIONS

ZONE TIME	WIND		VISI-BILITY	WEATH-ER	BAROM-ETER	TEMPERATURE		CLOUDS			SEA WATER TEMPER-ATURE	WAVES	
	DIRECTION (True)	FORCE (Knots)	(Miles)	(Sym-bols)	(Inches)	Dry Bulb	Wet Bulb	Amount (Tenths)	Height	Type		DIRECTION (True)	HEIGHT (Feet)
04													
08													
12				Same as SOPA									
16													
20													
24													

POSITION	ZONE	TIME
0800		
L		BY
λ		BY
1200		
L		BY
λ		BY
2000		
L		BY
λ		BY

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

0000-2400 Moored Port side to float, between Piers 9+10 U.S. Naval Submarine Base New London Conn, Receiving all power from shore, SOPA is Com Sub Lant, 0800 Mustered crew at quarters, no unauthorized absentees. 1530 Commenced charging batteries 2130 Secured charging Batteries

Malone S. Jones
ENC (SS) USN

APPROVED: Kevin Hanlon LT U. S. N. COMMANDING

EXAMINED: ______ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

USS X-1 ZONE DESCRIPTION ______ DATE Wednesday 18 April, 1956
(Day) (Date) (Month)

AT/~~PASSAGE FROM~~ U.S. Naval Submarine Base ~~TO~~ New London Conn.

WEATHER OBSERVATIONS

ZONE TIME	WIND DIRECTION (True)	WIND FORCE (Knots)	VISIBILITY (Miles)	WEATHER (Symbols)	BAROMETER (Inches)	TEMPERATURE Dry Bulb	TEMPERATURE Wet Bulb	CLOUDS Amount (Tenths)	CLOUDS Height	CLOUDS Type	SEA WATER TEMPERATURE	WAVES DIRECTION (True)	WAVES HEIGHT (Feet)
04													
08													
12													
16			Same as SOPA										
20													
24													

POSITION	ZONE	TIME
0800		
L ______		BY ______
λ ______		BY ______
1200		
L ______		BY ______
λ ______		BY ______
2000		
L ______		BY ______
λ ______		BY ______

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

0000-2400 Moored Port side to float between piers 9 and 10 at U.S. Naval Submarine Base, New London Conn. Receiving all power from shore. SOPA is Comsublant. 0730 quarters, mustered crew, no unauthorized absentees. 0840 underway for operating in accordance with Comsubrefit Gyro opshed 15-16, in Thames River at New London Conn. steering various courses and speeds. 0942 - passed point "alpha" to port steering 180° T speed standard 1010 submerged on course 180° T speed standard 1145 surfaced on course 065° T speed ahead two thirds 1240 changed course to 245° T speed ahead two thirds 1250 submerged on course 245 T speed ahead two thirds 1405 - surfaced on course 080° T speed ahead two thirds 1445 submerged on course 230° T speed two thirds 1505 - surfaced on course 010° T speed ahead standard 1530 passed point alpha, and changed course to 010° T speed standard. 1535 in Thames river at New London Conn. steering various courses and speeds. 1700 Moored portside to float at U.S. Naval Submarine Base New London Conn. 1705 commenced receiving power from shore

Phillip S Thompson EN1(SS) USN

APPROVED: Kevin Hanson LT U. S. N. COMMANDING

EXAMINED: ______ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

USS X-1 (SSX-1) ZONE DESCRIPTION ______ DATE Thursday (Day) 19 (Date) April (Month), 1956

AT/PASSAGE FROM U.S. Naval Submarine Base TO New London, Ct.

WEATHER OBSERVATIONS

ZONE TIME	WIND		VISIBILITY	WEATHER	BAROMETER	TEMPERATURE		CLOUDS			SEA WATER TEMPERATURE	WAVES	
	DIRECTION (True)	FORCE (Knots)	(Miles)	(Symbols)	(Inches)	Dry Bulb	Wet Bulb	Amount (Tenths)	Height	Type		DIRECTION (True)	HEIGHT (Feet)
04													
08													
12					Same	As		SDPA.					
16													
20													
24													

POSITION	ZONE	TIME
0800		
L		BY
λ		BY
1200		
L		BY
λ		BY
2000		
L		BY
λ		BY

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

00-24 Moored Port side to float, U.S. Naval Submarine Base, New London, Conn. Receiving all power from shore. SOPA is Com. Sub. Lant. 0800 Mustered Crew at quarters. No unauthorized absentees. 0845 Commenced battery charge. 1415 Secured charging battery.

J. A. Roberts
GM. USN.

APPROVED: Kevin Hanlon LT U. S. N. COMMANDING

EXAMINED: ______ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

USS X-1 ZONE DESCRIPTION +5 DATE Friday (Day) 20 (Date) April (Month), 1956

AT/PASSAGE FROM U.S. Naval Submarine Base New London Conn.

WEATHER OBSERVATIONS

ZONE TIME	WIND		VISIBILITY	WEATHER	BAROMETER	TEMPERATURE		CLOUDS			SEA WATER TEMPERATURE	WAVES	
	DIRECTION (True)	FORCE (Knots)	(Miles)	(Symbols)	(Inches)	Dry Bulb	Wet Bulb	Amount (Tenths)	Height	Type		DIRECTION (True)	HEIGHT (Feet)
04													
08													
12						Same as SOPA.							
16													
20													
24													

POSITION	ZONE	TIME
0800		
L		BY
λ		BY
1200		
L		BY
λ		BY
2000		
L		BY
λ		BY

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

0000-2400 Moored port side to float, U.S. Naval Submarine New London Conn. Receiving all power from shore. S.O.P.A. is Com Sub Lant. 0800 mustered crew at quarters, no unauthorized absentees.

Malone S. Jones
ENC (SS) USN

APPROVED: Kevin Hanlon LT U. S. N. COMMANDING

EXAMINED: _____ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

Check

USS X-1 (SSX-1) ZONE DESCRIPTION +5 DATE Saturday (Day) 21 (Date) April (Month), 1956

AT/~~PASSAGE FROM~~ U.S. Naval Submarine Base New ~~TO~~ London, Conn.

WEATHER OBSERVATIONS

ZONE TIME	WIND		VISIBILITY	WEATHER	BAROMETER	TEMPERATURE		CLOUDS			SEA WATER TEMPERATURE	WAVES	
	DIRECTION (True)	FORCE (Knots)	(Miles)	(Symbols)	(Inches)	Dry Bulb	Wet Bulb	Amount (Tenths)	Height	Type		DIRECTION (True)	HEIGHT (Feet)
04													
08													
12			SAME AS SOPA.										
16													
20													
24													

POSITION	ZONE	TIME
0800		
L	BY	
λ	BY	
1200		
L	BY	
λ	BY	
2000		
L	BY	
λ	BY	

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

0000-2400 Moored port side to float between piers 9+10 at U.S. Naval submarine Base, New London, Conn. Receiving all power from shore. SOPA is ComSubLant. 0800 Mustered crew at quarters, no unauthorized absentees. ~~1600~~ and.

Charles W. Annable
EN3(SS) USN.

APPROVED: Kevin Hanlon LT U. S. N. COMMANDING

EXAMINED: ______ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

USS X-1 (SSX-1) ZONE DESCRIPTION +5 DATE Sunday (Day) 22 (Date) april (Month), 1956

AT/PASSAGE FROM U. S. Naval Submarine Base TO New London Conn

WEATHER OBSERVATIONS

ZONE TIME	WIND		VISI-BILITY	WEATH-ER	BAROM-ETER	TEMPERATURE		CLOUDS			SEA WATER TEMPER-ATURE	WAVES	
	DIRECTION (True)	FORCE (Knots)	(Miles)	(Sym-bols)	(Inches)	Dry Bulb	Wet Bulb	Amount (Tenths)	Height	Type		DIRECTION (True)	HEIGHT (Feet)
04													
08													
12			Same as SOPA										
16													
20													
24													

POSITION	ZONE	TIME
0800		
L		BY
λ		BY
1200		
L		BY
λ		BY
2000		
L		BY
λ		BY

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

0000-2400 Moored portside to float between piers 9 and 10 at U.S. Naval Submarine Base, New London Conn. Receiving all power from shore. SOPA is Comsublant 0800- mustered crew, no unauthorized absentees. 1800 commenced battery charge 2000 secured battery charge

Phillip S Thompson

EN1 (SS) USN

APPROVED: Kevin Hanlon LT U. S. N. COMMANDING

EXAMINED: ________ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

USS X-1 (SSX-1) ZONE DESCRIPTION +5 DATE Monday (Day) 23 (Date) April (Month), 1956

AT/PASSAGE FROM U.S. Naval Submarine Base, TO New London, Conn.

WEATHER OBSERVATIONS

ZONE TIME	WIND		VISIBILITY	WEATHER	BAROMETER	TEMPERATURE		CLOUDS			SEA WATER TEMPERATURE	WAVES	
	DIRECTION (True)	FORCE (Knots)	(Miles)	(Symbols)	(Inches)	Dry Bulb	Wet Bulb	Amount (Tenths)	Height	Type		DIRECTION (True)	HEIGHT (Feet)
04													
08													
12		Same As SOPA.											
16													
20													
24													

POSITION	ZONE	TIME
0800		
L ______	BY ______	
λ ______	BY ______	
1200		
L ______	BY ______	
λ ______	BY ______	
2000		
L ______	BY ______	
λ ______	BY ______	

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

00-24 Moored port side to float between piers nine and ten, U.S. Naval Submarine Base, New London, Conn. Receiving all power from shore. ~~R~~ JAR. Com. Sub Lant is SOPA. ~~0754~~ JAR 0745 Mustered crew at quarters. No unauthorized absentees. 0840 Secured taking power from shore.* 0900 Underway in accordance with Com. Sub Ron [illegible] Tra. Div. N Lon Op Sked. 16-56. Steering various courses and speeds while clearing channel enroute to assigned operating area. 0950 Set course 190°T speed ahead two thirds. 1003 Change course to 230°T 1015 Came to all stop. 1033 Set course to 240°T speed two third ahead. 1055 Change course to 060°T. 1100 Change course to 000°T. 1103 Change course to 265°T. 1106 change course to 270°T. 1113 change course 270°T, All stop. 1120 change course to 050°T, ahead standard. 1123 change course to 030°T, ahead full. 1124 change course to 010°T. 1131 change course to 000°T. 1145 Commenced steering various courses and speeds while in channel of Thames river enroute to base. 1300 Moored port side to float between piers nine and ten, U.S. Naval Submarine Base, New London Conn. 1303 Commenced receiving power from shore. 1945 Commenced charging batteries. 2345 Secured charging batteries.

Jack A. Roberts
EM1 USN.

* Fisher B.H. 331-61-21 TM1(SS) USN and Flaherty J.L. 226-96-60, ET2(SS) USN, Completed temporary duty under instruction and were transferred to USS Seawolf (SSN 575) for duty, authority ComSubLant instruction 1326.1E.

J. A. Roberts EM1 USN

APPROVED: Kevin Hanlon U.S.N. LT COMMANDING

EXAMINED: ______ U.S.N. NAVIGATOR.

(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

348603 O - 55 - 3

USS X-1 (SSX-1) ZONE DESCRIPTION +5 DATE Tuesday (Day) 24 (Date) April (Month), 1956

AT/~~PASSAGE FROM~~ U.S. Naval Submarine Base, New TO London, Conn.

WEATHER OBSERVATIONS

ZONE TIME	WIND		VISIBILITY	WEATHER	BAROMETER	TEMPERATURE		CLOUDS			SEA WATER TEMPERATURE	WAVES	
	DIRECTION (True)	FORCE (Knots)	(Miles)	(Symbols)	(Inches)	Dry Bulb	Wet Bulb	Amount (Tenths)	Height	Type		DIRECTION (True)	HEIGHT (Feet)
04													
08													
12			SAME AS SOPA.										
16													
20													
24													

POSITION	ZONE	TIME
0800		
L		BY
λ		BY
1200		
L		BY
λ		BY
2000		
L		BY
λ		BY

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

0000-2400 Moored port side to float between piers 9+10 at US Naval Submarine Base, New London, Conn. Receiving all power from shore. SOPA is ComSubLant. 0745 Mustered crew at quarters, no unauthorized absentees. 0835 Commenced warping ship to North side of Pier 9. 0910 Commenced rigging ship for hauling out of water. 0940 Ship hauled from water and trucked to building 31. US Naval Submarine Base, New London Conn. 1005 Resting in cradles in Building. US Naval Submarine Base. Receiving all power from shore

Charles W. Annath
EN2(SS) USN.

APPROVED: Kevin Hunton U. S. N. COMMANDING
LT

EXAMINED: ______ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

USS X-1 (SS X-1) ZONE DESCRIPTION +5 DATE Wednesday 25 April, 19 56
(Day) (Date) (Month)

AT/PASSAGE FROM U S Naval Submarine Base New London Conn.

WEATHER OBSERVATIONS

ZONE TIME	WIND		VISIBILITY	WEATHER	BAROMETER	TEMPERATURE		CLOUDS			SEA WATER TEMPERATURE	WAVES	
	DIRECTION (True)	FORCE (Knots)	(Miles)	(Symbols)	(Inches)	Dry Bulb	Wet Bulb	Amount (Tenths)	Height	Type		DIRECTION (True)	HEIGHT (Feet)
04													
08													
12													
16			Same as S O P A										
20													
24													

POSITION	ZONE	TIME
0800		
L		BY
λ		BY
1200		
L		BY
λ		BY
2000		
L		BY
λ		BY

LEGEND: 1—CELESTIAL
2—ELECTRONIC
3—VISUAL
4—D. R.

REMARKS

0000-2400 - Resting on cradles, inside building 31 at U.S Naval Submarine Base New London Conn. S.O.P.A. is Com Sub Lant. Receiving all power from shore. 0745 Mustered crew at quarters, no unauthorized absentees.

Malone S. Jones
ENC (SS) USN

APPROVED: Kevin Hanson [signature] U. S. N. COMMANDING
LT

EXAMINED: U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

USS X-1 ZONE DESCRIPTION +5 DATE Thursday (Day) 26, (Date) april (Month), 1956

AT/PASSAGE FROM U.S. Naval Submarine Base to New London Conn

WEATHER OBSERVATIONS

ZONE TIME	WIND		VISIBILITY	WEATHER	BAROMETER	TEMPERATURE		CLOUDS			SEA WATER TEMPERATURE	WAVES	
	DIRECTION (True)	FORCE (Knots)	(Miles)	(Symbols)	(Inches)	Dry Bulb	Wet Bulb	Amount (Tenths)	Height	Type		DIRECTION (True)	HEIGHT (Feet)
04													
08													
12			Same as SOPA										
16													
20													
24													

POSITION	ZONE	TIME
0800		
L		BY
λ		BY
1200		
L		BY
λ		BY
2000		
L		BY
λ		BY

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

0000-2400 Resting on cradles, inside building 31 at U.S. Naval Submarine Base, New London Conn SOPA is Comsublant Receiving all Power from shore, 0745 mustered crew, no unauthorized absentees

Phillip S Thompson
EN1 (SS) USN

APPROVED: Kevin Hanlon U. S. N. COMMANDING

EXAMINED: _______ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

nT

348603 O - 55 - 3

USS X-1 (SSX-1) ZONE DESCRIPTION +5 DATE Friday 27 - April, 1956
(Day) (Date) (Month)

AT/~~PASSAGE~~ FROM U.S. Submarine Base, New ~~TO~~ London, Conn.

WEATHER OBSERVATIONS

ZONE TIME	WIND		VISIBILITY	WEATHER	BAROMETER	TEMPERATURE		CLOUDS			SEA WATER TEMPERATURE	WAVES	
	DIRECTION (True)	FORCE (Knots)	(Miles)	(Symbols)	(Inches)	Dry Bulb	Wet Bulb	Amount (Tenths)	Height	Type		DIRECTION (True)	HEIGHT (Feet)
04													
08													
12													
16			Same As SOPA										
20													
24													

POSITION	ZONE	TIME
0800		
L	BY	
λ	BY	
1200		
L	BY	
λ	BY	
2000		
L	BY	
λ	BY	

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

00-24 Resting in cradle inside building 31, U.S. Naval Submarine Base, New London, Conn. Receiving all power from shore. SOPA is Com Sub Lant. 0800 Mustered crew at quarters. No unauthorized absentees. 1930 Commenced charging batteries. 2115 Secured charging batteries.

J. K. Robert
EM1 USN

APPROVED: Kevin Hanlon LT U. S. N. COMMANDING

EXAMINED: ______ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

348603 O - 55 - 3

USS X-1 (SSX-1) ZONE DESCRIPTION +5 DATE Saturday (Day) 28 (Date) April (Month), 1956

AT/~~PASSAGE FROM~~ US Naval Submarine Base New TO London, Conn.

WEATHER OBSERVATIONS

ZONE TIME	WIND		VISIBILITY	WEATHER	BAROMETER	TEMPERATURE		CLOUDS			SEA WATER TEMPERATURE	WAVES	
	DIRECTION (True)	FORCE (Knots)	(Miles)	(Symbols)	(Inches)	Dry Bulb	Wet Bulb	Amount (Tenths)	Height	Type		DIRECTION (True)	HEIGHT (Feet)
04													
08													
12					SAME AS SOPA.								
16													
20													
24													

POSITION	ZONE	TIME
0800		
L		BY
λ		BY
1200		
L		BY
λ		BY
2000		
L		BY
λ		BY

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

0000-2400 Resting in Cradles in Building 31 at US Naval Submarine Base, New London, Conn. Recieving all power from shore. SOPA is COMSUBLANT. 0800 Mustered crew at quarters, no unauthorized absentees.

Charles W. Annable
EN3(SS) USN.

APPROVED: Kevin Hanlon LT U. S. N. COMMANDING

EXAMINED: ______ U. S. N. NAVIGATOR.

(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

USS X-1 (SSX-1) ZONE DESCRIPTION +4 ~~+5~~ DATE Sunday (Day) 29 (Date) April (Month), 1956

AT/PASSAGE FROM U.S. Naval Submarine Base TO New London, Conn

WEATHER OBSERVATIONS

ZONE TIME	WIND		VISIBILITY	WEATHER	BAROMETER	TEMPERATURE		CLOUDS			SEA WATER TEMPERATURE	WAVES	
	DIRECTION (True)	FORCE (Knots)	(Miles)	(Symbols)	(Inches)	Dry Bulb	Wet Bulb	Amount (Tenths)	Height	Type		DIRECTION (True)	HEIGHT (Feet)
04													
08													
12													
16						Same as SOPA							
20													
24													

POSITION	ZONE	TIME
0800		
L		BY
λ		BY
1200		
L		BY
λ		BY
2000		
L		BY
λ		BY

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

0000-2400 Resting on cradles inside building 31 at U.S. Naval Submarine Base New London Conn. Receiving all power from shore. S.O.P.A. is Com Sub Lant. * 0800 Mustered crew at quarters. No unauthorized absentees * 0200 Set all clocks ahead one hour to plus 4 zone time

Malone S. Jones
ENC (SS) USN

APPROVED: Kevin Hanlon LT U. S. N. COMMANDING

EXAMINED: ______ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

USS X-1 (SSX-1) ZONE DESCRIPTION +4th ~~+5~~ DATE Monday (Day) 30 (Date) April (Month), 19 56

AT/PASSAGE FROM US Naval Submarine Base, New TO London, Conn.

WEATHER OBSERVATIONS

ZONE TIME	WIND DIRECTION (True)	WIND FORCE (Knots)	VISIBILITY (Miles)	WEATHER (Symbols)	BAROMETER (Inches)	TEMPERATURE Dry Bulb	TEMPERATURE Wet Bulb	CLOUDS Amount (Tenths)	CLOUDS Height	CLOUDS Type	SEA WATER TEMPERATURE	WAVES DIRECTION (True)	WAVES HEIGHT (Feet)
04													
08													
12			SAME AS SOPA.										
16													
20													
24													

POSITION	ZONE	TIME
0800		
L		BY
λ		BY
1200		
L		BY
λ		BY
2000		
L		BY
λ		BY

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

0000-2400 Resting on cradles inside building 31 at US Naval Submarine Base, New London, Conn. Receiving all power from shore. SOPA is Com Sub Sqrt. 0800 Mustered crew at quarters, No unauthorized absentees.

Charles W. Annable
EN3(SS) USN

APPROVED: Kevin Hanlon LT U. S. N. COMMANDING

EXAMINED: ______________ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

348603 O - 55 - 3

USS X-1 (SSX-1) ZONE DESCRIPTION +4/+5 DATE Tuesday (Day) 1 (Date) May (Month), 1956

AT/PASSAGE FROM U.S. Naval Submarine Base TO, New London, Conn

WEATHER OBSERVATIONS

ZONE TIME	WIND DIRECTION (True)	WIND FORCE (Knots)	VISIBILITY (Miles)	WEATHER (Symbols)	BAROMETER (Inches)	TEMPERATURE Dry Bulb	TEMPERATURE Wet Bulb	CLOUDS Amount (Tenths)	CLOUDS Height	CLOUDS Type	SEA WATER TEMPERATURE	WAVES DIRECTION (True)	WAVES HEIGHT (Feet)
04													
08													
12													
16			SAME AS S.O.P.A.										
20													
24													

POSITION	ZONE	TIME
0800		
L	BY	
λ	BY	
1200		
L	BY	
λ	BY	
2000		
L	BY	
λ	BY	

LEGEND: 1—CELESTIAL 2—ELECTRONIC 3—VISUAL 4—D. R.

REMARKS

00-24 Resting on cradle inside building 31, U.S Naval Submarine Base, New London, Conn. Receiving all power from shore. Com Sub Lant is SOPA. 0800 Mustered crew at quarters, no unauthorized absentees. 1130 Commenced charging batteries. 1515 Secured charging batteries.

J. A. Roberts
EM1, USN.

APPROVED: Theron Hanlon LT U. S. N. COMMANDING

EXAMINED: ______ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)